

COST OF INDEPENDENT SUBWAY

**LESS THAN THE INTERBOROUGH
FIGURES, ENGINEERS SAY.**

**Mitchel and Prendergast Think the Tri-
borough Route Would Cost From 105
to 120 Millions- City Experts Had
Figured a Still Lower Price for It**

Comptroller Prendergast and President Mitchell of the Board of Aldermen, who are fighting the Interborough subway plan, and circulating an "independent" plan, have written to the Public Service Commission pointing out that the cost of the independent line would be much less than the Interborough's representatives say. It has been estimated that the independent line would cost at least \$147,000,000, according to the figures which have been worked out by the engineers of the Interborough company. But Messrs. Prendergast and Mitchell have had an estimate of their own made by a group of engineers and contractors consisting of Henry G. Opdycke, Frederick L. Crawford, George Hallett Clark and Maurice Deutsch.

A statement from Prendergast and Mitchell says:

The construction cost of the entire system, including Bronx extensions to Pelham Bay Park and Woodlawn Cemetery, a complete Broadway-Lexington avenue trunk line, an East River tunnel through Liberty and Pineapple streets, the complete Broadway-Lafayette avenue loop and complete extensions of the Fourth avenue subway to Fort Hamilton and Coney Island would amount to \$67,565,000.

Then the engineers made the following additional allowances. Engineering at 5 percent, \$4,875,000 extra; at 7 percent, \$7,312,500 extra; string construction at 10 percent, \$11,718,750 extra; construction cost of \$119,340,000. The engineers inform us that this estimate is also predicated upon the assumption that the level of the proposed thoroughfare will be at least 10 feet above the present plans of the water commission. I.e., further inform us that if the structural economies were to be practised both in the planning of the subway by raising the level of the roof closer to the street surface and in the construction by raising the roof by lifting the bottom of the subway above the point requiring underpinning of all structures flanking it, provided further that elevated structures be submitted for subways on the East Side of the Bronx, the cost of the subway would be reduced so that the most efficient administration and engineering supervision be presumed, the above construction cost of \$97,565,000 could be reduced to \$82,000,000. With engineering extras and interest as above, the resulting cost of the subway would be \$104,125,000.

If these figures be approximately correct and the experience and standing of those who submit them justify reliance upon their accuracy it is quite clear that it lies within the ability of the city to build a complete

triborough subway system by the expenditure of not more than \$165,000,000 to \$120,000,000 in addition to the sums already expended or required to be expended in connection with the construction of the Centre

The estimate of cost just quoted is further confirmed by an estimate prepared at our request by the consulting engineer of the Borough of Brooklyn and the principal assistant engineer of the Department of Finance. These gentlemen report to us a construction cost for the lines above in-

Still further confirmation is found in the detailed statement submitted by the Interborough company. We find this last the more convincing in view of the fact that it contains within itself the manifest evidence of an overestimate, as indicated at the opening of this communication.

If the city is ever to take advantage of its present ability to build a physically independent subway the necessary plans and specifications should be ready in advance of the need for their use, and such negotiations between public and private interests should be permitted to proceed with the understanding that to permit of a use of the existing bids, if that be at all possible, should be undertaken at once.

Messrs. Prindle, Bergs and Mitchell sent a copy of the letter to Borough President McAnany, the chairman of the Board of Estimate's conference committee. It has practically been decided by the committee that the city will negotiate with the Interborough company for the purpose of learning if the company will agree to certain modifications in its original offer. Two of the clauses in the company's offer provided that the new sub-

ways should be made an integral part of the program. The city and the Rapid Transit Company was compelled to operate some of the outlying routes, such for instance as the Fourth Avenue subway in Brooklyn, the city should bear any deficit which might be incurred by the operation of these routes. The following subject Messrs. Prendergast and Mitchell wrote to Mr. McAneny:

In order that there may be no question regarding the record we also again take the liberty of impressing upon you the fact that in any negotiations which your committee may enter upon with the Interborough Rapid Transit Company we regard the two questions of the construction of a route which can be physically and financially integrated with the present subway system

pendently operated at the end of a ten year period, and also a general distribution of profits over the entire system, consisting of the present subway and such extension as might be built, as being conditions precedent to any arrangement made with the Interborough Rapid Transit Company.

Skater Badly Hurt in Collision.
GREENWICH, Feb. 5.—As the result of a collision between two skaters on a pond near Cos Cob last night Fred Bruner, a bank clerk, will lose the sight of one eye. He has been in such a serious condition

The Weather. The storm which was over the lake regions was passing over Nova Scotia yesterday and the weather had cleared in New England. Fair weather prevailed over all the country save

for snow in the Northeast and cloudiness in the Southwest. The storm centre from the Rock Mountains over Kansas in the morning with a barometric pressure of 70.55, this storm was without much energy. An area of high pressure carrying cold weather with it was central over the lake region. The temperature was falling in the middle Atlantic and New England States. At Ann Arbor the minimum temperature was 5 degrees below zero and 10 below at Alpena.

In this city the day was fair and above freezing point in the morning, becoming colder in the afternoon and evening, wind, brisk northwesterly, probably thirty cent barometer.

average humidity, 49 per cent. barometer, corrected to read to sea level, at 8 A. M. 30.02; 3 P. M. 30.14.

The temperature yesterday, as recorded by the official thermometer, is shown in the annexed table:

	1911	1910	1901	1902
6 A. M.	33°	32°	6 P. M.	27°
9 " "	29°	33°	9 " "	26°
12 " "	30°	32°	12 Mid.	20°

Lowest temperature 20°, at 10 P. M.

WASHINGTON FORECAST FOR TO DAY AND TO MORROW

For eastern New York, New Jersey and Delaware: Partly cloudy to mostly cloudy; moderate breeze; temperature 50° to 60°.

MORROW
For eastern New York, New Jersey and Delaware, snow or rain to day and to night and to morrow. Increasing northeast to east winds.

For New England, increasing coldness to day and snow or rain, milder and warmer in northern than in southern portions. Snow or rain in southern portion to morrow. Increasing north to east winds.

For the District of Columbia, eastern Pennsylvania and Maryland, snow or rain to day and to morrow. Increasing northeast to east winds.

For western New York, snow to day and to morrow. Risk to high easterly winds, shifting to westerly by morrow.

For western Pennsylvania, snow in northern and snow or rain in southern portion to day and to morrow. Risk to high easterly winds, shifting to westerly by morrow.

It was an experiment—no sentiment in it—just catering to the public to get their approval. Since that time this builder has put 260 outfits of IDEAL motors in his new houses and for four years has been exclusively equipped with these

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"BUSINESS MAN" HAD JIMMY.
Fell From Pocket While He Was Talking to Sleuths.

men who they say have been looting the left buildings on the West Side for weeks. The men arrested are Julius Robert of 265 East Thirty-third street, Henry Greenstein of 294 Third street and Nicholas Pasquorile of 310 East 14th street. They were arrested after a search of a shirt factory and a shoe factory of the same name. The men said one of the business men said one of the men said "We came down to-day to look over. You will find you have made a serious mistake if you arrest us."

It is he thought to be a surprise that the men were found in the building. The men were found in the building. The men were found in the building.

Many complaints came to the police from the side streets off Sixth avenue between Fourteenth and Thirtieth streets. There were features about the

On Saturday night last Lieut. Crystal and Detectives Murray, Landers, Wing and Donahue found their men on Bond Street near the corner of Broadway.

Unidentified in Hospital
An unidentified man was found apparently drunk at the Newkirk station of the Brighton Beach elevated. He was taken to the hospital in the Kings County Hospital, where he was held within a short time. He was about

fourth street in which they were caught. They did not stay long enough to get anything at any of the places until they

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